



COPY

**Marin-Sonoma Narrows
Policy Advisory Group**

Supervisor Cynthia Murray
Marin Board of Supervisors
Chair

Mayor David Glass
City of Petaluma
Vice-Chair

Council Member Bob Blanchard
City of Santa Rosa

Council Member Peter Breen
Town of San Anselmo

Mayor Pat Eklund
City of Novato

Michael Healy
Petaluma City Council

Supervisor Mike Kerns
Sonoma Board of Supervisors

Supervisor Steve Kinsey
Marin Board of Supervisors

Council Member Bernie Meyers
Novato City Council

Supervisor Tim Smith
Sonoma Board of Supervisors

Council Member Pam Torliatt
Petaluma City Council
Alternate

**Council Member Carol Dillon-
Knutson** Novato City Council
Alternate

Caltrans Contact:
Ray Akkawi, Project Manager
(510) 286-4925
P.O. Box 23660
Oakland, CA 94623-0660
Ray.Akkawi@dot.ca.gov

**Marin-Sonoma Narrows
Policy Advisory Group**

Meeting Notice

Wednesday, April 21, 2004
Immediately after the SMART Meeting
Estimated 4:30 pm –6:30 pm
Petaluma Community Center, Club Room
320 McDowell Blvd.
Petaluma, California

AGENDA

1. Call to Order and Introductions
2. Approval of Meeting Minutes
3. Public Comments on Items NOT on the Agenda
4. Action: Approve the Updated PAG Charter
Ray Akkawi, Caltrans Project Manager
5. Action: Select Aesthetic Concept for Landfill Over-
crossing
Ray Akkawi, Caltrans Project Manager
6. Action: Confirm Next Meeting Date of May 19, 2004.
Primary Topic will be project segmenting, programming,
and funding.
Ray Akkawi, Caltrans Project Manager
7. Action: Take any necessary actions with respect to MSN
Project Earmark in House/Senate Conference Committee
of House and Senate.
Ray Akkawi, Caltrans Project Manager
8. Adjournment



COPY

**Marin-Sonoma Narrows
Policy Advisory Group**

Supervisor Cynthia Murray
Marin Board of Supervisors
Chair

Council Member Bill Bertrand
Santa Rosa City Council
Vice-Chair

Mayor Peter Breen
Town of San Anselmo

Council Member Bernard Meyers
Novato City Council

Council Member Michael Healy
Petaluma City Council

Supervisor Mike Kerns
Sonoma Board of Supervisors

Supervisor Steve Kinsey
Marin Board of Supervisors

Mayor Pat Eklund
City of Novato

Supervisor Tim Smith
Sonoma Board of Supervisors

Mayor David Glass
City of Petaluma

Council Member Pam Tortiatt
Petaluma City Council
Alternate

Council Member Carol Dillon-Knutson
Novato City Council
Alternate

Marin-Sonoma Narrows Policy Advisory Group

Minutes

Tuesday, April 6, 2004

6-8 p.m.

Petaluma City Council Chambers
11 English Street, Petaluma, CA

1. Introduction

Supervisor Cynthia Murray, Policy Advisor Group (PAG) Chair,
opened the meeting and welcomed all of those present.

PAG:

Cynthia Murray – Supervisor, Marin County Board of Supervisors

Pat Eklund – Mayor, City of Novato

Mike Kerns – Supervisor, Sonoma County Board of Supervisors

Mike Healy – Council Member, Petaluma City Council

David Glass, Mayor, City of Petaluma

Carole Dillon-Knutson, Novato City Council (Alternate)

MCCMA

Art Brook – Marin County Congestion Management Agency

SCTA

Suzanne Wilford – Sonoma County Transportation Agency

Pat Siefers – Sonoma County Transportation Agency

Caltrans

Ray Akkawi - Project Manager

Saaïd Fakhrazadeh – Design Chief

Yader Bermudez – Project Management

Yolanda Rivas – Environmental Planning

Bill Fleming – HQ Structures Aesthetics

DKS

Bob Krakow

2. Approval of Meeting Minutes from February 20, 2004

The minutes from the PAG meeting on February 20, 2004 were
approved.

Caltrans Contact:

Ray Akkawi

Project Manager

(510) 286-4925

P.O. Box 23660,

Oakland, CA 94623-0660

Ray.Akkawi@caltrans.ca.gov

Ray Akkawi presented the latest schedule for the MSN project.

<u>DED</u>	<u>PAED</u>	<u>RWC</u>	<u>RTL</u>	<u>CCA</u>
6/06	7/07	7/09	7/09	TBD

Cynthia Murray asked whether the schedule was based upon the funding situation, as the dates are really pushed out. Ray said that yes, the schedule is based upon the current economic situation.

David Glass remarked that there is a construction project in Pelican Bay right now to widen the highway and construct an interchange. If Pelican Bay can do it, then there must be a way for us to get our project done as well. Ray said that SCTA, MTA and CT are putting together a plan.

Suzanne Wilford said that Congresswoman Woolsey has succeeded in getting \$13 million included in the Reappropriation Bill earmarked for the project. In addition, SCTA's lobbyist has identified a Senate conference committee considering funding for "projects of regional and national significance." Suzanne suggested that Caltrans and the cities and counties send a joint letter to this committee, of which Senator Barbara Boxer is a member. In terms of timing, right now would be opportune preparation time for joint action in the summer.

A member of the public asked whether the Rainier Overcrossing was part of the MSN project, as the local newspapers are reporting. Ray stated that the Rainier Overcrossing is not part of the project.

A different citizen asked if there would be information shared regarding service roads. Cynthia Murray said that it would be available later, but that the PAG has already provided Caltrans with criteria to limit service roads around interchanges.

Ray presented display boards depicting 3 basic aesthetic concepts for the overcrossing and retaining wall: Plain smooth concrete, rock wall, and 2 versions of rockwall with waves.

Ray said that Caltrans wanted a decision on the aesthetic concept for the Redwood Landfill Overcrossing and the MSN corridor. Cynthia Murray and Pat Eklund said that they don't want to get boxed into one design for the entire project. Ray said Caltrans would prefer to see one concept.

Mike Kerns asked whether aesthetics is part of the environmental document. Yolanda Rivas responded that aesthetics is addressed as part of the visual impact assessment in the environmental document. The PAG determined that there was no need to make a decision about the entire corridor at this time. Cynthia said that she did not want any decision tonight to be a decision for the entire MSN project, as community self-determination would be an important factor in deciding aesthetic treatments in Novato and Petaluma.

Pat Eklund asked whether there would be vines or plantings on the Redwood Overcrossing. DKS staff said that there would not be vines or plantings but there would be clusters of trees planted as part of the project to simulate the present visual appearance of the trees. Pat Eklund remarked that one of the Novato City Council members is a licensed landscape architect and she advised that retaining walls be covered with vine, or otherwise be subjected to graffiti. Mike Kerns asked whether root systems can damage concrete, to which DKS answered yes. DKS explained that there is presently no space for a planting base, and that plantings may create safety issues. Also moving a wall further out would conflict with two PG&E gas lines behind the right of way line, greatly increasing the complexity of the project. The fact that the overcrossing is designed to span over these gas lines, will benefit the MSN project. Pat Eklund said she would like to hear from the DKS Landscape Architect, who was not present, to address plantings on the retaining wall.

There were several questions posed by Pat Eklund concerning graffiti and whether the appearance of the rockwall might degrade over time after repeated cleanings. The PAG did not like the rockwall sample that was brought and asked to see more samples such as painted concrete. Carol Dillon-Knutson said that she admires the "poppy flower" mouldings that were put on the 101/85 interchange. Bill Fleming said that Valley Transportation Authority hired an artist to do this design. Carol Dillon-Knutson suggested that Caltrans explore acquiring these mouldings for the Redwood Overcrossing. It was also suggested that instead of a wave, a more diverse rolling hills concept would corresponds more appropriately to the surrounding landscape.

There were several comments from the public recommending no "rock and vine" and for a simple concept such as poppy flowers or rolling hills.

There was some discussion about how much more time could be taken to decide. DKS said that they've submitted 95% plans to Caltrans for review. There is conceivably 3 weeks' time for a final decision. The next PAG meeting was set for Wednesday, April 21, at 3:30, immediately following the SMART meeting.

The PAG wants Caltrans to bring at a minimum these concepts to them at this meeting so they can make a decision on the aesthetic treatment of the Redwood Overcrossing and retaining wall:

Rolling Hills

Poppy Seeds

Rock wall depicted on painted concrete

Suggestions for vine or plantings on retaining wall